Young, Betty (UTC)

From: Kim Yeager <kyeager@ihdllc.com>
Sent: Friday, June 12, 2015 10:55 AM
To: Young, Betty (UTC)
Subject: RE: City of Moses Lake/CBRR

Thank you Betty for your inquiry, yes, please use the existing signed "Waiver of Hearing" form you have on file.

Thanks again,
Kim

Kim Yeager
Real Estate Manager/Designated Broker

Iron Horse Real Estate
Railroad Property Management & Land Management

111 University Parkway| Suite 200| Yakima, WA 98901|
|P 509.834.2533 | |C 509.388.6602| |F 509.453.9349|
kyeager@ihdllc.com

From: Young, Betty (UTC) [mailto:byoung@utc.wa.gov]
Sent: Thursday, June 11, 2015 8:38 AM
To: Kim Yeager
Subject: RE: City of Moses Lake/CBRR

Hi Kim – Columbia Basin Railroad originally signed the City of Moses Lake's application for funding, but later submitted a letter expressing concern about the project being completed to the required specifications. Does Columbia Basin now support the project and waiver of hearing? Would you like to have Mr. Kelly sign a new "Waiver of Hearing" form, or are you okay with using the existing one? (see attached)

Betty

From: Kim Yeager [mailto:kyeager@ihdllc.com]
Sent: Monday, June 08, 2015 3:18 PM
To: Mike Moro
Cc: Shawn O'Brien; Young, Betty (UTC); Tim Marshall; Tim Kelly
Subject: City of Moses Lake/CBRR

Mike,

Please find the attached "approval" by CBRR for Sheet 4 of the Stratford Road Sidewalk Project/TR-150557 for WUTC.

CBRR has sent the full size print back to your office today, 6/8/15, for further processing.

I'm happy we were able to come to a common ground on this project.

I've copied Betty Young with WUTC on this email, to let her office know that CBRR and City of Moses Lake have worked together to come to a solution for the Statford Road Sidewalk/RR Crossing.

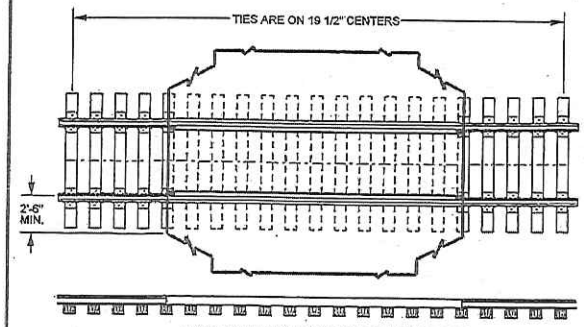
Thank you for your hard work on this...much appreciated.

-Kim

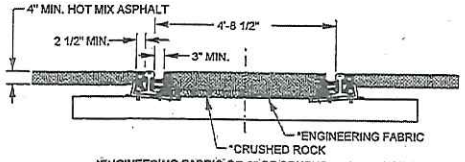
Kim Yeager
Real Estate Manager/Designated Broker
Iron Horse Real Estate
Railroad Property Management & Land Management

111 University Parkway| Suite 200| Yakima, WA 98901|
|P 509.834.2533 | |C 509.388.6602| |F 509.453.9349|
kyeager@ihdllc.com

BY
THE

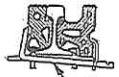


NOTE: SEE STD DWG 0301 FOR DRAINAGE DETAILS



*ENGINEERING FABRIC OR 2" OF CRUSHED ROCK MUST BE USED TO PREVENT HOT MIX ASPHALT FROM BONDING TO TIES

CROSS SECTION DETAIL



SEAL SECTION

ORDERING NOTE:
RUBBER RAIL SEAL CROSSING SECTIONS ARE TO BE ORDERED BY "TRACK FEET" IN 8'-0" INCREMENTS. EACH 8'-0" INCREMENT WILL INCLUDE (2) GAGE & (2) FIELD SIDE RAIL SEAL SECTIONS, (10) CLAMPS & ANY REQUIRED HARDWARE TO CONNECT THE SECTIONS TOGETHER.

RAIL SIZE	ITEM NO.
112-115 LB.	540-0206
132-141 LB.	540-1290

NOTES:
1) USE OF THIS STANDARD FOR NEW CONSTRUCTION IS LIMITED TO INDUSTRIAL LEAD TRACKS, AND SPUR TRACKS WHERE THE AVERAGE DAILY TRAFFIC VOLUME DOES NOT EXCEED 500. USE ON MAIN LINES IS RESTRICTED TO TEMPORARY REPAIRS TO EXISTING CROSSINGS SURFACES.

2) CROSSING SITE IS TO BE INSPECTED PRIOR TO START OF INSTALLATION TO DETERMINE THAT PROPER DRAINAGE AND SURFACE SUPPORT IS PROVIDED, TRACK GRADE IS UNIFORM.

3) FOR COMPLETE RENEWAL OF CROSSING & NEW CONSTRUCTION: TRACK STRUCTURE INCLUDING RAIL, OTM, TIES, BALLAST, AND ROADBED MUST BE IN EXCELLENT CONDITION. ALL TIES MUST BE 8 FT. LONG, SPACED AT 19 1/2" CENTERS AND EXTEND 5 TIES BEYOND END OF CROSSING. NEW 7"X9"X8' TRACK TIES TO BE INSTALLED IF NECESSARY. IF CONDITIONS WARRANT, SITE IS TO BE OVER-EXCAVATED AND CROSSING DRAINAGE SYSTEM INSTALLED USING COMPACTED, WELL-GRADED GRANULAR FILL, SUBBALLAST, GEOTEXTILE, AND PERFORATED DRAINAGE PIPE (IF REQUIRED) INSTALLED PER DETAILS OF THIS DRAWING. ADDITIONAL SITE DRAINAGE INCLUDING PROPER DRAINAGE AT EACH QUADRANT OF CROSSING SHALL BE COMPLETED TO ENSURE CROSSING DRAINAGE. SUBBALLAST SECTION TO BE A MINIMUM OF 4" WHEN COMPLETE RENEWAL OF EXISTING CROSSING. FOR NEW CONSTRUCTION, SUBBALLAST SECTION TO BE IN ACCORDANCE WITH CONSTRUCTION DESIGN STANDARDS OR AS REQUIRED BY STATE OR LOCAL AGENCIES. USE OF GEOTEXTILE AND DRAINAGE PIPE TO BE ONLY AT LOCATIONS WHERE REQUIRED BY STATE OR LOCAL AGENCIES OR WHERE SPECIFICALLY DESIGNATED BY CHIEF ENGINEER.

4) IN ALL INSTALLATIONS THE RAIL JOINTS SHOULD FALL OUTSIDE THE CROSSING AREA A MINIMUM OF 15 FEET FROM THE END OF THE CROSSING.

5) USE OF CLAMPS ARE REQUIRED IN EACH TIE CRIB WITHIN THE LIMITS OF THE CROSSING. CLAMPS MUST BE ATTACHED PRIOR TO PLACEMENT OF ASPHALTIC CONCRETE (SEE SECTION DETAILS).

6) HOT MIX ASPHALTIC CONCRETE MUST COMPLY WITH STATE D.O.T. SPECIFICATIONS AND BE PLACED IN 2 INCHES MINIMUM & 4 INCHES MAXIMUM LIFTS. CARE MUST BE TAKEN DURING COMPACTION OF ASPHALT TO PREVENT DAMAGE TO HOLD DOWN CLAMPS OR RUBBER. ASPHALT SHOULD BE ROLLED PARALLEL TO THE RAIL UNTIL THE FINAL LIFT AND COMPACTION. FINAL LIFT OF ASPHALT IS TO BE LEVEL WITH THE TOP OF RAIL FOR 30 INCHES FROM THE FIELD SIDE OF THE RAIL.

7) SLOPE EDGE OF PAVING TO RETURN TO ORIGINAL EDGE OF PAVING ALIGNMENT. LENGTH OF TRANSITION WILL DEPEND ON LOCAL CONDITIONS.

8) AT THE TIE-IN POINT WITH THE EXISTING PAVEMENT, THE OLD PAVEMENT MUST BE CUT DOWN A MINIMUM 2" TO ELIMINATE A FEATHER EDGE ON THE NEW PAVEMENT.

9) USE STATE D.O.T. SPECIFICATION FOR THE ASPHALT SPRAY TACK COAT.

10) ENVIRONMENTAL RULES OF THE GOVERNMENT BODY HAVING AUTHORITY WILL BE FOLLOWED WHEN DISPOSING OF THE PAVEMENT REMOVED FROM THE CROSSING.

11) MATERIAL USED ON GAGE SIDE RAIL SEAL SHALL HAVE AN ELECTRICAL RESISTANCE OF A MINIMUM OF 10 MEGOHMS AT 500 VOLTS DC.

12) REPORT CROSSING GATE MALFUNCTIONS TO 24 HR UPRR CROSSING HOT LINE AT 1-800-848-8715.

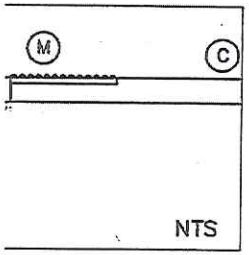
13) ALL EXCEPTIONS TO THIS PLAN MUST BE APPROVED BY THE CHIEF ENGINEER.

UNION PACIFIC RAILROAD ENGINEERING STANDARDS

LIGHT DUTY ROAD CROSSING ASPHALT WITH RUBBER SEAL SECTIONS

STD DWG 0302A

ADOPTED: FEB. 3, 2001
REVISED: DEC. 17, 2001
FILE NO.: 0302A



approved
6/8/15

APPROVED FOR CONSTRUCTION BY COLUMBIA BASIN RAILROAD

STRATFORD ROAD SIDEWALK
PROJECT–2015
RAILROAD CROSSING DETAILS

MUI 6

LB	DRAWN
MORO	CHECK
SHOWN	SCALE
3/2015	DATE
SHEET 4 OF 8	
A–768	FILE NO.

SURVEY:
INST: TOPCON GR3
DATE OF SURVEY:
SOFTWARE: AUTOCAD 2015 C3D

LEGEND

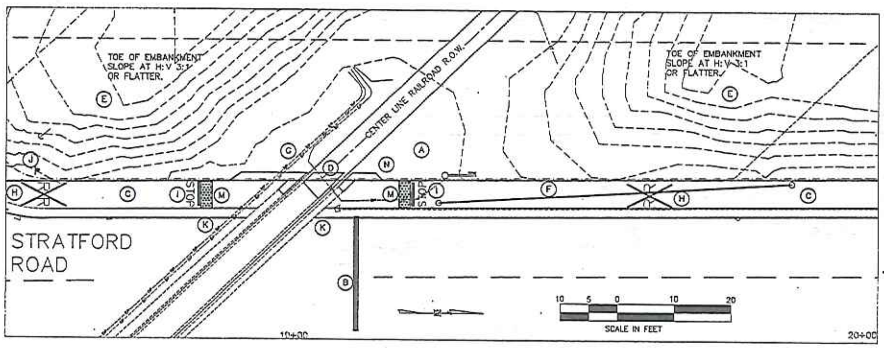
PROPOSED

- PROPOSED SAWCUT LINE
- STORM SEWER
- WATER METER
- SIGN
- CATCH BASIN
- STREET LIGHT
- REMOVE AND REPLACE CONCRETE
- DRIVEWAY

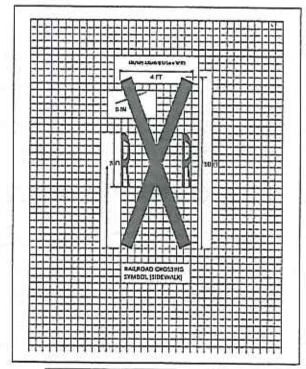
CALL 2 DAYS
BEFORE YOU DIG
1-800-424-5555

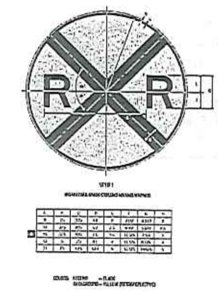
EXISTING

- R/W
- PROPERTY LINE
- CENTER LINE
- EDGE OF ASPHALT
- EDGE OF GRAVEL
- EDGE OF CONCRETE
- WATER LINE
- SEWER
- STORM SEWER
- GAS LINE
- BURIED POWER
- BURIED PHONE
- BURIED CABLE
- LANDSCAPING
- IRRIGATION
- FENCE
- STREET MONUMENT
- SIGN
- FIRE HYDRANT
- WATER METER
- WATER VALVE
- MANHOLE
- CATCH BASIN
- DRYWELL
- POWER POLE
- POWER POLE ANCHOR
- STREET LIGHT
- TELEPHONE PEDESTAL
- DECIDUOUS TREE
- CONIFEROUS TREE
- MAILBOX
- PROPERTY CORNER
- SIGNAL ARM



Special Provision info:
Railroad Crossing Extension includes rubber interface, clips, filter fabric, poured in place reinforced concrete, placing HMA drag ramps, and packing HMA into existing concrete panel crossings within sidewalk limits. Track, interface, and pavements shall be installed according to UPRR Std Drawing 302A except as otherwise modified in this specification. Filter /separation fabric shall be installed prior to rubber interface. Filter fabric shall be cut to cover clips and OTM below interface, concrete, and drag ramps. Rubber interface system shall be PolyCorp Epflex Railseal or approved equal. Contractor will furnish rail interface specifically for section of rail and fastening system. Clamps will be furnished and installed no less than at every tie crib on each interface section. Rubber interface material shall be furnished in lengths to accommodate no intermediate joints and will be installed per the manufacturer's instructions. Each field and gage side interface set for each rail will be of equal length. Grinding of rail fishing and base will be included if necessary to allow rubber interface to be properly installed. Rubber interface must extend to at least 1 foot beyond edge of concrete sidewalk. Concrete will be full depth from top of ties to sidewalk surface. Provide reinforcement as indicated in plans. The interface must be monitored/protected during concrete installation so that no concrete is allowed between the rails and interface. HMA drag ramps will be installed from top edge of sidewalk sloping down to the northwest to ballast level over a distance of 2' from concrete. Provide cold joints (with no reinforcement) in concrete field sections parallel to rails and 5.1 feet from centerline from track on each side of the track. Concrete within this 10.2" wide area (measured right angles to rails) shall be flat. Existing panel to rail gaps shall be filled with HMA within sidewalk limits. The field side gaps will be filled to flush. The gage sides will be filled to within 1.5" of top of panels for flangeway relief.

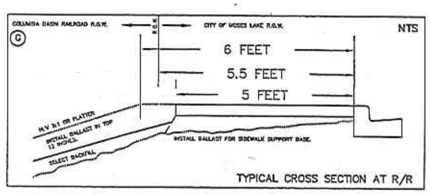




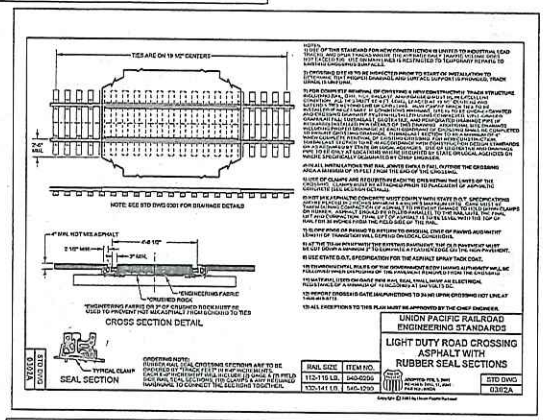
GENERAL NOTES:

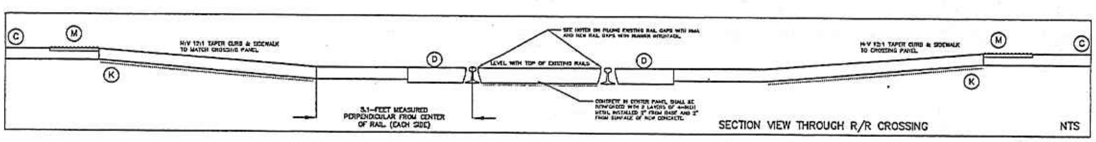
- (A) EXISTING SWING ARM WITH WARNING BEACONS. NO CHANGE.
- (B) EXISTING STOP BAR (PAINTED). NO CHANGE.
- (C) INSTALL SIDEWALK AS DIRECTED BY ENGINEER, TYPICAL 5-FOOT-WIDE.
- (D) INSTALL CONCRETE TO EXTEND AND MATCH EXISTING CROSSING PANELS. PER SPECIFICATIONS AND AS DIRECTED BY ENGINEER.
- (E) REVISE EXISTING GRADE BEHIND PROPOSED SIDEWALK TO 3:1 / H:V OR LESS, AS DIRECTED BY ENGINEER. PLACE BALLAST IN TOP 1 FOOT OF EMBANKMENT.
- (F) REMOVE EXISTING GUARD RAIL AND POSTS.
- (G) CONTRACTOR SHALL OBTAIN "RIGHT OF ENTRY" PERMIT FROM COLUMBIA BASIN RAILROAD PRIOR TO ANY WORK NOT WITHIN STRATFORD ROAD RIGHT-OF-WAY. SEE SPECIAL PROVISION 1-04.13.
- (H) INSTALL THERMOPLASTIC R/R MARKING, 50-FT FROM STOP BAR, WHITE, OR AS STAKED BY CITY.
- (I) INSTALL THERMOPLASTIC "STOP" & STOP BAR, 15-FEET FROM RAILROAD TRACK, WHITE.
- (J) INSTALL W10-1 R/R CROSSING SIGN, 2 FEET FROM BACK OF SIDEWALK, AS STAKED BY CITY.
- (K) EXTEND CURB TO MEET CROSSING PANELS AS DIRECTED BY ENGINEER.
- (M) INSTALL CAST IRON DETECTABLE WARNING SURFACE, POWDER COATED FEDERAL YELLOW.
- (N) INSTALL FULL DEPTH DRAG RAMPS FROM BACK-OF-SIDEWALK TO MATCH BALLAST AT 2.0 FEET FROM BACK-OF-SIDEWALK, WITHIN 5.1 FEET FROM CENTERLINE OF EACH TRACK.

ALL WORK WITHIN 10-FEET OF THE RAILROAD TRACKS SHALL BE REVIEWED AND INSPECTED BY COLUMBIA BASIN RAILROAD FOR COMPLIANCE WITH THIS SHEET PRIOR TO ACCEPTANCE OF THE WORK BY THE CITY.



TYPICAL CROSS SECTION AT R/R





SECTION VIEW THROUGH R/R CROSSING

APPROVED FOR CONSTRUCTION BY COLUMBIA BASIN RAILROAD

MICHAEL G. MORO, STATE OF WASHINGTON, 36285, PROFESSIONAL ENGINEER
June 1, 2015

NT	DATE	REVISION

MUNICIPAL SERVICES DEPT. – ENGINEERING DIVISION
CITY OF MOSES LAKE
GRANT COUNTY WASHINGTON

STRATFORD ROAD SIDEWALK
PROJECT-2015
RAILROAD CROSSING DETAILS

LD	DRAWN
MORO	CHECK
SHOWN	SCALE
3/2015	DATE
SHEET 4 OF 8	
A-768	FILE NO.

SURVEY:
INST: TOPCON GR3
DATE OF SURVEY:
SOFTWARE: AUTOCAD 2015 C3D